

## BUS LANE

### Bus & Coach sales rise across Europe

From January to September 2015, new bus and coach registrations increased by almost 30% across the 27 European States, researched by the European Automobile Manufacturers' Association (ACEA). Total figures amount to 29,000 units for the first nine months of the year (up 18.2%) with demand primarily driven by Ireland (+52.9%), Spain (+42.8%), the UK (+30%), and followed by France (18.3%) and Italy (15.3%). Fleet sales by Dublin Bus, Bus Éireann and private operators led to the strong growth in new bus and coach sales in Ireland.

### Another Volvo for Ballincollig Coaches

Ballincollig Coaches has taken delivery of a new Volvo B11R Euro 6 coach to complement its fleet. Company owner of Ballincollig



Coaches, Donal O'Callaghan explained how the purchase came about: "We needed a new 53 seater for our fleet, to work on our increasingly busy tour programme in Ireland and the UK. We spoke to customers at the Euro Bus Expo in Birmingham and received excellent reports on the B11R with its highly fuel-efficient Euro 6 engine and Jonckheere bodywork, which we like the look of so this new coach is a welcome addition to our fleet."

"We operate 20 coaches, more than half of which are Volvo, and our previous experience of the vehicles, based on fuel efficiency, quality, operational costs, and reliability meant we had no hesitation in selecting a Volvo once again. Working with Volvo Retail Bus & Coach Sales Manager Dave Porter, meant the whole process was as smooth as ever from order through to delivery. In addition, we also know that we will get the aftersales service we require from our local Volvo dealership, McCarthy Commercials in Watergrasshill, County Cork."

### ZF marks Centenary

ZF Friedrichshafen, with its headquarters in Germany, is a global leader in driveline and chassis technology. The roots of ZF Friedrichshafen AG can be traced



back to 9th September 1915 when the name of its forerunner Zahnradfabrik GmbH appeared for the first time in a trade register. It began as a supplier to the aviation industry growing to become the giant it is today, employing 134,000 people.

## Iveco Bus Magelys pre International Coach of the Year

**B**usworld 2015, Kortrijk, Belgium: When the Iveco Bus Magelys tourism coach was named International Coach of the Year 2016 back in August, the expert jury declared: "We particularly commend the Magelys in its latest Euro 6 version, which boasts numerous innovative features that go far beyond the simple 'silver smile' which now adorns all the front grilles of the Iveco Bus range. The manufacturer has focused considerable effort on optimising the cost-effectiveness of the vehicle, and we noted all of the improvements that combine to actively reduce the Total Cost of Ownership (TCO) for operators".

The Magelys is a tourist coach with an exclusive design, available in two lengths (12.2 m and 12.8 m) and three versions (Line, Pro and Lounge, the latter being unveiled at Busworld), meeting the many needs and requirements expressed by passenger transport companies. As proof of its versatility, the vehicle presented to the jury at the Coach Euro Test was equipped with all the facilities recommended for use on new routes at a regional, national and European level.

The winner of the "International Coach of the Year 2016" trophy was the Magelys Pro, equipped with the following: wheelchair lift with dedicated access door and space for a passenger with reduced mobility, removable table, 46 Kiel leather seats, central toilet, 3 retractable LCD screens, WI-FI connection, 220 V and USB sockets, GPS and front camera, providing passengers with a view of the road ahead.

The Magelys also boasts extremely high levels of both active and passive safety. For example, its robust self-supporting structure is hardened with a special coating to ensure long-lasting protection against corrosion. It is designed to pass the R66/01 rollover test, an international regulation which ensures passengers receive maximum



Sylvain Blaise, Head of Iveco Bus, receives the International Coach of the Year 2016 award for the Magelys from Stuart Jones, President of the jury.

## presented with the Year 2016 trophy

protection if the vehicle overturns; the standards required to pass this test have not traditionally been met by double decker coaches. Magelys is also equipped with the latest technological innovations such as the LDWS (Lane Departure Warning System) and AEBS (Advanced Emergency Braking System) automatic braking.

At the presentation of the award trophy at Busworld, Sylvain Blaise, Head of Iveco Bus, commented: “We are proud that the Magelys was victorious following a series of intensive tests, earning the coveted title of International Coach of the Year 2016, and seeing off some serious competition. This is a strong signal to the entire industry and to operators alike, clearly indicating that our vehicle has all the qualities required for a great European career.”

The International Bus & Coach of the Year Jury, is made up of senior journalists from 22 of Europe’s leading bus and coach industry publications (including Fleet Bus & Coach). The new Magelys is manufactured at the Iveco Bus coach and bus production facility in Annonay, France. This site is recognised with the 100% Origine France Garantie distinction label (certifying authentic French production), which was conferred by the French Prime Minister in 2013. Iveco Bus is a brand of CNH Industrial.



## MAN celebrates another milestone

**A**lthough the history of the MAN Group extends over more than 250 years, the German company is celebrating another important anniversary this year: 100 years ago, commercial vehicle construction at MAN started.

MAN built the first trucks and buses in Lindau in cooperation with the firm Saurer. One year later, the production moved to MAN’s plant in Nuremberg.

On 21 June 1915, a new company was entered in the trade register of the City of Nuremberg: “Lastwagenwerke M.A.N.-Saurer”. The company was established as a joint venture between Maschinenfabrik Augsburg-Nürnberg AG and Saurer, a Swiss producer of commercial vehicles. The first MAN-Saurer 3-tonne truck soon left the joint factory in Lindau at Lake Constance. It was followed by the first buses, which were used for long-distance travel by the Imperial Post Office and transported passengers as well as letters and parcels. This was the beginning of commercial vehicle construction at MAN, a success story that has not only shaped the history of the company itself, but has significantly influenced the development of trucks and buses with its advanced and often revolutionary innovations for the last 100 years – and is still continuing to do so.

In 1916, production was shifted to the MAN plant in Nuremberg. The company traded as “M.A.N Lastwagenwerke” after the departure of Saurer in 1918. In 1924, MAN presented the first truck with a direct-injection diesel engine – which created the basis for diesel engines in truck construction. It saved up to 75 percent of operating costs in comparison with

the petrol engines common at the time. Economy and efficiency were already important development goals of MAN at that time and they still apply today. During the same year, MAN produced the first low-floor bus with a specially designed low-frame chassis. The buses that MAN had previously built since 1915 had run on truck chassis.

The truck, bus and tractor production moved from Nuremberg to the new plant in Munich. The first truck out of the production line was a MAN 515 L1. The engine production remained in Nuremberg.

MAN has often demonstrated its innovative powers in bus construction. For instance in 1961, the company introduced the market to the 750 HO, the first bus in modular design. The standardised chassis was used with different superstructure versions for public buses, intercity buses and travel buses.

In 1971, MAN took over Büssing Automobilwerke and the company’s plant in Salzgitter. MAN adopted Büssing’s specialised underfloor engine technology as well as Büssing’s logo, the lion of Brunswick, which has since decorated the radiator grille of all commercial vehicles made by MAN. At the end of the 1970s, MAN started to cooperate with Volkswagen in the light truck segment. The six- and eight-tonne trucks of the G-series were jointly produced until 1993. Today, MAN is part of the Volkswagen Group.

In 1992 the MAN Lion’s Star came to the market and was honored as “Coach of the Year”.

